

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5568

號二十月八年三十三緒光

THURSDAY, SEPTEMBER 19, 1907.

四拜禮

號九十月九英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 14,550,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHAWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. HUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 6th April, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3 " " "  
" 3 " 2 " " "

#### No. 9, Queen's Road Central,

Hongkong.

#### W. M. ANDERSON,

Manager. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tael 7,500,000

#### HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

#### BRANCHES:

Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft Deutsche Bank

S. Bleichroeder Berlin Handels-Gesellschaft

Bank fuer Handel und Industrie Robert Warshawsky & Co.

Mendelssohn & Co. M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a/M. Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln. Bayerische Hypotheken- und Wechselbank, Muenchen.

#### LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

#### F. JUNG,

Manager. [14]

Hongkong, 11th January, 1907.

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

#### ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

#### Head Office—AMSTERDAM.

#### Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

#### J. L. VAN HOUTEN,

Agent. [20]

Hongkong, 8th June, 1907.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS:—  
Sterling £1,000,000 at 2/- = \$10,000,000  
Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

C. Goett, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lenzmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

#### MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per annum.

For 6 months, 3% per Cent. per annum.

For 12 months, 4% per Cent. per annum.

#### J. R. M. SMITH,

Chief Manager. [21]

Hongkong, 17th August, 1907.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

#### J. R. M. SMITH,

Chief Manager. [2]

Hongkong, 12th January, 1907.

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND ..... £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS ..... £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

#### JOHN ARMSTRONG,

Manager. [23]

Hongkong, 15th May, 1907.

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

#### ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund ..... FL. 2,112,570.36 (£176,048).

#### Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajou, Bandong and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

#### BANKERS:

London: The Williams Deacons Bank, Ltd. (Swiss Bankverein).

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

#### J. BOETTJE,

Manager. [19]

16, Des Vaux Road Central.

### Notice of Firm.

INTERNATIONAL SLEEPING CAR

#### and

EXPRESS TRAINS Co.

#### (THE

GREAT TRANS-SIBERIAN ROUTE

#### TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

#### SHEWAN, TOMES & Co.

#### Agents.

Hongkong, 31st July, 1907. [707]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports {MALTA ..... 21st Sept. } See Special of Call { Capt. R. A. Peters ..... Noon. } Advertisement

SHANGHAI, MOJI, KOBE & POONA ..... About 27th Sept. } Freight only.

YOKOHAMA ..... Capt. A. F. Vine, R.N.R. ....

LONDON and ANTWERP ..... About 9th Oct. } Freight and Passage.

VIA SINGAPORE, PENANG, NAMUR ..... Capt. H. W. Kendrick, R.N.R. ....

COLOMBO, PORT SAID and MARSEILLES ..... Capt. H. W. Kendrick, R.N.R. ....

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th September, 1907. [2]

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"  
BOOTS

BLACK AND BROWN,  
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

### LANE, CRAWFORD & CO. [35]

GUINNESS'S EXTRA QUALITY STOUT.  
"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.  
\$24.00 " 8 " Pints.  
\$27.00 " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 13th September, 1907. [38]

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 22nd September,

THE Company's Steamship

"HONAM"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M. to the COMPANY'S WHARF.

Meals and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

" " on the following day ..... 5.00

Single ..... 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary. [70]

Hongkong, 19th September, 1907.

## Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [39]



### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF  
LADIES' HATS, TOQUES & BLOUSES  
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

### CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE  
Can be had in the following qualities:—  
EXTRA DRY (Gout Americain),  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [545]

## Hotels.

### TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

### CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [740]

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [76]

### VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMREN),

SHAMREN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

### MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. [25]

Wm. FARMER, Proprietor.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain S. Bell Smith.  
 "POWAN," 2,338 " " " H. I. Black.  
 "FATSHAN," 2,260 " " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " " B. Branch.  
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,551 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain W. Reynell.  
 "SUI-TAI," 1,551 " " " G. F. Morrison.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.  
 "NANNING," 569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

## EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT.

## S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 22nd inst. (weather permitting) at 9 A.M., and return from Macao at 5:30 P.M. the same day.

First Class single passage ..... \$2.00  
 " " return ..... 4.00  
 Second " single ..... 1.00  
 " " return ..... 1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 21st, or on board on day of sailing.

For further particulars, please apply to

BARRETTO &amp; CO.,

Agents.

Hongkong, 16th September, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Sundays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. F. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO &amp; CO.,

Agents.

Hongkong, 5th April, 1907.

## WEST RIVER-BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.  
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.  
 Thoroughly Up to Date with Every Modern Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,

Proprietor.

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## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sonnets, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "KLEIST" ..... About TUESDAY,  
 and YOKOHAMA } Capt. Rud Meyer ..... 24th Sept., 1907.  
 NAPLES, GENOA, GIBRALTAR, } "PRINZ HEINRICH" ..... WEDNESDAY,  
 SOUTHAMPTON, ANTWERP } Capt. P. Gersch ..... Noon, 25th Sept., 1907.  
 and HAMBURG.  
 MANILA, NEWGUINEA, BRIS- } "MANILA" ..... THURSDAY,  
 BANE, SYDNEY and MEL- } Capt. Minssen ..... Noon, 10th Oct., 1907.  
 BOURNE.  
 YOKOHAMA and KOBE } "PRINZ WALDEMAR" ..... About THURSDAY,  
 Capt. W. v. Seeden ..... the 18th Oct., 1907.  
 KUDAT and SANDAKAN } "BORNEO" ..... Beginning of October,  
 Capt. Sembill ..... 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 13th September, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG...	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS...	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAHJ...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS...	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 19th September, 1907.

[13]

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th June, 1904.

## Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

[60]

## PEARY'S NEW ARCTIC VOYAGE.

FITTING OUT THE ROOSEVELT.

New York, August 9.

Commander Peary, U.S.N., in a hurried visit to New York, has been busily engaged with the final preparation for his new Arctic expedition. He had hoped to be able to start by the beginning of July, but it will be nearer the end of August before the Roosevelt can sail from New York Harbour. The explorer has been granted three years' leave by the Navy Department, but if he can accomplish the main object of his quest, the discovery of the North Pole, with the further explorations, the definition and charting of the north-east coast of Greenland, supplementary aims of the expedition that may add to man's geographical knowledge more material results than the actual attainment of the polar point, he may be home again in eighteen months' time.

The delay in starting, due to obstacles such as the non-delivery of the new boilers of his ship and scarcity of funds in these days of money stringency, causes some doubt whether the expedition will reach its intended Arctic base for this year's winter quarters. If possible, the Roosevelt will be forced through the Kase barrier, thence through the Kennedy and Robeson Channels, which make the American route to the Pole, to the same point near Cape Hecla where she lay near the shore, fast in the ice, during the winter of 1905-6. But this depends on the conditions of the ice in the channels of approach to the Arctic Ocean.

It has been a late season in the Arctic region Captain Bartlett, who again commands the Roosevelt, told me he had heard from his northern friends, and the ice had been slow to break up and drift southward. Whether it would pack in the channel in an impenetrable lock or be broken up so that the Roosevelt could squeeze its way through would depend on the prevailing winds when the ship reached Smith Sound.

## A VISIT TO THE SHIP.

It may be compulsory, as it would be the safer plan, to spend the first winter at Etah, where Commander Peary takes on board eskimau and dogs, but in this case the dash for the Pole over the frozen Arctic Ocean would be deferred for a twelvemonth, as it would be impossible to start fresh on the sledging part of the expedition from the northern shore of Greenland in February or March, as is necessary. The Roosevelt in the last journey left Etah on August 16 just a month after sailing from New York, so that it will be only by great good fortune that the valuable time that has been lost can be recovered. Neither Commander Peary himself, nor his companions who have shared his experiences, are sanguine of this accomplishment.

Captain Bartlett was confident the ship would sail in ten days. The Roosevelt's yawning hold, awaiting the new boiler battery, entirely of the Scotch type, and not half Scotch, half water tube, as two years ago, looked to me ominous as I clambered over her deck in the "Shooter's" Island shipyard at Staten Island. New oak planking had replaced the timbers worn by the crushing in the icefloes. The captain would have preferred green-heart as an even harder wood. The stout cross-beams and bulkheads down in the hold showed the immense strength of the hull. In the fore-part the sailors just engaged were fitting up their berths in a cabin on the deck, while Henson, Commander Peary's faithful negro attendant, whom eighteen years of loyal service and aid in many perils make an indispensable adjunct, was overhauling the cabins of the captain and the explorer in the stern of the vessel.

## SOME OF THE OFFICERS.

Wardwell, the engineer, comes from the Maine shipyard at Bucksport, where the Roosevelt was launched in 1905, and a second time will manage the 7,000 horse-power engines. The ship herself, with sides from twenty-four to thirty inches thick, is 184 ft. over all by 35 ft. beam, and of 16 ft. draft, almost of the same size as the English Antarctic ship the Discovery. Murphy, Peary's old boatswain, a Newfoundland, like the captain and rest of the crew with one or two exceptions, who are Englishmen, has again embarked, and Mr. Ross G. Marvin, a native of Elmira, New York State, Cornell graduate, a stalwart athlete, now twenty-eight years old, once more goes as Commander Peary's assistant and secretary of the expedition.

Robert A. Bartlett, master of the Roosevelt, is sailing upon his fourth Arctic expedition. Still young in the thirties, he has been farther north than any other Newfoundland icemaster. Four uncles in the elder generation of Bartletts won Arctic laurels, two being associated with Peary's earlier expeditions. Newfoundland boasts no harder family of sailors, navigators, or fishermen. It fell to this one of the younger men to lead Peary's advanced sledging party over the icefield, in command of eight Eskimau, establishing the caches for the relays behind them.

## A NEW PLAN.

In the new expedition Commander Peary, taught by his experiences, will follow a new plan. The sledges will, if possible, be kept together all the time, so as not to risk a portion being carried away from the main body by the disruption of the ice, or separated by the "leads" of open water made by the Arctic currents. Ever since his return from the last Peary expedition, Captain Bartlett has run the gauntlet of life and death. In the early spring, he suffered a shipwreck, encountering dire peril than in all his Arctic hardships. Scarcely had the Roosevelt been dismantled than he was engaged to command the Leopard, a Halifax sealer, which sailed from St. John's early in March for the Labrador coast. Besides its ordinary crew, the Leopard carried one hundred and five seal clubbers, and was heavily weighted with sealing supplies and camping outfit. The ship had scarcely cleared the harbour when she ran into a blinding snowstorm.

While he was beating his way down the coast of Cape Race, master of solid ice, the wind and shore current all forced his vessel towards the deadly shore of the south-east coast of Newfoundland, and in the dead of night the Leopard went grinding on the rocks under Black Head Cliff, a sheer promontory of three hundred feet, the Beachy Head of that coast. The sealer was doomed, but before she broke up the crew and extra hands made their way an improvised sledge to a strip of hard level ice that had formed between the hull and the cliff. Even then there seemed no way of escape. One of the men, however, discovered a number of ropes hanging from the top of the cliff to the base. They had been placed there by the Government since the wreck of the steamship Vera two years before, whose grim relic, not fifty yards away, were recognised by the Leopard's captain. Man after man hauled himself up a sheer height of 120 feet, whence the remaining 180 feet of ascent were more sloping. In the darkness, in the teeth of the hurricane, all safely reached the top of the cliff, Captain Bartlett, the last man from the bottom.

## Public Company

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,  
 General Managers.  
 Hongkong, 7th September, 1907. [815]

## To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.  
 Hongkong, 22nd June, 1907. [187]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907. [168]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907. [1439]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907. [619]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,  
 1, Des Voeux Road.  
 Hongkong, 13th August, 1907. [742]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,  
 Barretto & Co.  
 Hongkong, 24th July, 1907. [665]

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.  
 Hongkong, 29th June, 1907. [624]

## Intimations.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM FARLANE,

Manager.

Hongkong, 22nd June, 1907. [64]

## HUMBER CYCLES.

## THE BEST IN THE WORLD.

## Cycles Makers

BY

## ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 30 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.

Hongkong, 19th July, 1907. [467]



## Intimation.

WM.  
**POWELL,**  
LTD.,

ALEXANDRA

BUILDINGS.

CHINA & GLASS  
DEPARTMENT.

HIGH  
CLASS  
POTTERY

TEA SETS,  
DINNER SETS,  
BREAKFAST  
SETS.

TOILET SETS,  
FRUIT  
SERVICES.

EVERY REQUISITE

IN

HOUSEHOLD CROCKERY.

WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 16th September, 1907.

## Hotel.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.  
PRIVATE BAR and BILLIARD-ROOMS.  
HOT and COLD WATER throughout.  
ELECTRICALLY LIGHTED. ELECTRIC FANS.  
(if required).  
ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1907. [27]

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 21st September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Consisting—

CARVED BRASS BOWLS, VASES,  
INCENSE BURNERS, JAPANESE TEA  
CADDIES, OLD BRONZE VASES,  
CONGS, IVORY CARVINGS, GOLD AND  
SILVER CLOUTONNE WARE, IMARI AND  
MAKUDZO VASES, SILK EMBROIDERED  
SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th September, 1907. [83]

By ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have

received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 26th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Vaux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY

IN ONE LOT.

ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 104 TOGETHER with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Vaux Road Central. Annual Crown Rent \$57 04. Area 1514 1/2 square feet.

Particulars and Conditions of Sale can be obtained of

Messrs. HUGHES & HARSTON,

Vendors' Solicitors.

Messrs. HUGHES & HOUGH,

The Auctioneers.

Hongkong, 7th September, 1907. [814]

## For Sale.

CLEARANCE SALE.

FOR ONE WEEK ONLY.

COMMENCING on MONDAY, the 16th instant.

CAMPBELL, MOORE & Co., LD.,

29, Queen's Road Central.

Hongkong, 13th September, 1907. [830]

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S 'TOUT'

in pints and Baby bottles.

FRENCH SYRUPS

GREENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHAMAURE

AND

Other FRENCH MINERAL WATERS

ALSO

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907. [140]

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th September, 1907. [836]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BORNEO."

FROM ANTWERP, LONDON, -MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Godowns of the Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 19th inst., at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees' and the Company's representative at an

appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th September, 1907. [7]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark, and delivery

can be obtained as soon as the goods are

landed.

Goods not cleared by the 19th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognised.

Optional Goods will be landed here unless

instructions are given to the contrary before

12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 13th September, 1907. [837]

S.S. "NERA."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. *Dordogne* and *Malapan*, from Havre

ex s.s. *Malapan*, and from Bordeaux ex

s.s. *Cambrai*, in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treas-

ure and Valuables are being landed and

stored at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

MONDAY, the 23rd September, at Noon, will

be subject to rent and landing charges.

All claims must be sent in to me on or before

the 23rd September, or they will not be recognised.

All damaged packages will be examined on

MONDAY, the 23rd September, at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th September, 1907. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"OCEANA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Godowns of the Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Britannia*.

From Persian Gulf, ex B.I.S.N. and B. &

P. S. N. Co's Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 25th inst., at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees' and the Company's representative at an

appointed hour.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1907. [12]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 20th October, 1906. [48]

THE PROPOSED JAPANESE  
MATCH "COMBINE."

REMARKABLE STATEMENT.

WARNING TO FOREIGN CAPITALISTS.

The combination of match manufacturers projected between a foreign syndicate and Japanese makers, which was at one time reported to have quite matured, appears to be still dragging on indefinitely, owing to the hesitation shown on the part of the Japanese manufacturers. The statement on this question of a certain business man in the match trade, quoted in the *Osaka Mainichi*, is interesting and instructive. To tell the truth, he says, the enterprise is as unbecoming in its nature to the personality of the Japanese match manufacturers as it is adventurous, and doubt has been expressed from the first as to its success. Strangely enough, Mr. Inouye Teijiro, a man of ultra-conservative views, has taken upon himself this remarkable and stupendous enterprise. The excuses he made for his move are worthy of admiration. They are to the effect that up to the present the match industry in Japan has continued to grow by leaps and bounds. But doubt was expressed in influential quarters as to its future, and it was felt that for obvious reasons it would be impossible for it to maintain its present prosperity much longer. It was now high time that suitable means should be elaborated to meet the requirements of the time, and the opportunity for a trust presented itself. The scheme was to be conducted without any assistance from the Government. Success in this enterprise would mean not only success for the match industry, but for the Empire's industries in general.

Success in this scheme, Mr. Inouye was sure, would give an incentive to foreign capitalists to invest their money in making straw braid and other industries, and foreign money would flow in almost without limit. Not only this, but the scheme would be the barometer by which the industrial development of Japan would be gauged. Everybody, therefore, must lend their assistance towards its success, sacrificing personal interests, and only acting under the guidance of the public welfare. Mr. Inouye has devoted himself to this industry for thirty years, and has been largely responsible for bringing it to its present prosperous state. He felt it a duty incumbent upon himself as a patriotic and business man, to place the industry on a sound basis. The urgent necessity for the combination of the match industry was acquiesced in by everybody, and the accomplishment of the scheme might have been quite possible if undertaken with honest and sincere intention, independent of personal interests. He stated that he had decided to push on the scheme with great determination as a national work. In the event of the negotiations with the Mitsui or E-wan faction of the industry falling through, he said, he was determined to fight out the opponents, and he was confident that there was nothing to fear. With such great determination and high spirits, Mr. Inouye, a leader among match manufacturers, took the initiative in supporting the scheme, and more especially as it was mentioned that the combination was to be made in co-operation with foreign capitalists, no one thought the scheme would collapse without due reason. No one doubted its consummation, and all the manufacturers who lent their support refrained from making undue demands, and thus a large number of supposed supporters were obtained. The combination being undertaken with such honest and sincere intentions as stated by Mr. Inouye, the scheme, it was thought, would surely be successfully floated.

Even the Kobe manufacturers, who at first hesitated to give the scheme their support, welcomed the determination and enthusiasm of Mr. Inouye, and subsequently agreed to support the scheme. Encouraged by the large support obtained, Mr. Inouye, after a series of conferences with Mr. B. Runge, of Yokohama, the representative of the foreign syndicate, agreed upon the basis of the terms of the combination. This was in the latter part of June. On July 6th Mr. Inouye proceeded to Tokyo where he met the representatives of the foreign syndicate, returning to Osaka on the 10th of the month greatly satisfied with the prospects. Unfortunately just at that time Mrs. Inouye was taken ill in Tajima, and he was obliged to visit her there. In a few days, he returned to Osaka and reported to the supporters on the result of the conference in Tokyo, when they were much pleased. Mr. Inouye stated that a central company would soon be established preparatory to the purchase of the factories, and then requested the merchants to send in their lists of the particulars and trade-marks without delay. Mr. Inouye added that an engineer of the syndicate was on his way to Japan, and it was necessary to have everything completed before his arrival.

Contrary to expectation, nothing had been heard of the central company—which was promised by Mr. Inouye to be formed without delay—during July. It was announced that its formation would be duly registered with the authorities on the 5th of last month. This announcement was not fulfilled and the registration was indefinitely postponed. In the meantime Mr. Inouye continually visited Kobe, but it appears that for some reason or other he was unable to attain his object. The foreign engineer arrived, and Mr. Inouye did not see him, because all the necessary preparations were not completed, and even the central company was not yet in existence.

Thereupon, Mr. Inouye suddenly left Osaka for Tajima on the ground of the illness of his wife. Telegrams came from Tokyo urging Messrs. Inouye, Takigawa and Doi, to proceed to the capital immediately. But hardly any preparations were made; Mr. Takigawa was stricken down by illness, Mr. Inouye had gone to Tajima, and everything fell upon the shoulders of Mr. Doi, who was original contractor. On the arrival of the foreign engineer,

he began to make haste for the preparation of the list of the factories, &c., but nothing was done in the most important of all matters, the formation of the central company.

The foreigners had been informed that all the preparations had much progressed. They agreed upon the basis of the contract for the combination after a series of conferences with the prominent match manufacturers of Japan. Moreover, Mr. Inouye is admitted by all to be a man of honesty and integrity, and this of course strengthened the foreigners' confidence in the undertaking. No one would believe that the matters agreed upon by such a man after a series of conferences would be suddenly dropped, and the foreigners made serious and justifiable protests, but Mr. In



## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

**WATSON'S**  
**HOUSEHOLD**  
**AMMONIA.**

An Elegant Preparation for the Toilet and  
Bath, Refreshing and Invigorating.

## LOTION

FOR

**PRICKLY HEAT.**

An Efficacious Remedy,  
GIVES INSTANT RELIEF.

**PURE CARBOLIC**  
**SOAPS.**

Highly Recommended by the Medical Faculty.

## STRONG MEDICAL.

Guaranteed to contain 20 per cent. of  
Pure Carbolic Acid.

## MEDIUM.

Guaranteed to contain 10 per cent. of  
Pure Carbolic Acid.

## TOILET SOAP.

Guaranteed to contain 5 per cent. of  
Pure Carbolic Acid.

**FRAGRANT TOOTH**  
**WASH.**

Antiseptic and Detergent—Whitens the Teeth  
and strengthens the Gums.

**A. S. WATSON & CO.,**  
LIMITED.

CHEMISTS, DRUGGISTS AND  
PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1927.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee Hing Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue is on any part of  
the world 50 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty  
five cents.

## BIRTH.

At Wuchow, 15th inst., the wife of J. H.  
PEARSON, of a son.

## DEATHS.

On August 7, 1927, at New York, CHARLES  
EDWARD CARSON, late Agent for Messrs.  
Jardine, Matheson & Co., at Ichang, in his  
29th year.

On September 12, 1927, at Ningpo, H. E.  
WALSTROM.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, SEPTEMBER 19, 1927.

## PLAQUE RESEARCH.

The progress of plague research is of such  
intense interest to all in the Colony that  
frequent reference to it calls for no apology.  
According to the *Bombay Gazette*, the  
report has just been issued of the work  
done during the last nine months of last year  
at the Bombay Bacteriological Laboratory  
which is better known under its old name of  
Plague Research Laboratory. On January  
10, 1897, Professor Haffkine had the first  
inoculation performed on himself, and  
since that date the laboratory has issued  
6,321,578 doses of prophylactic vaccine. Of  
these 5,754,044 doses have been issued to  
medical men in India and 567,534 to places  
outside India, but, unfortunately, there is  
no means of knowing how many of these have  
been actually used. A noticeable feature  
of the period under review, observes our  
contemporary, was the decrease in the  
demand for the vaccine. Colonel Banner-  
mann accounts for it by suggesting that  
it may be an unlooked-for result of the  
appointment of the Plague Research  
Commission. It is natural, he says, that  
people should try to put off the inevitable,  
when it takes the disagreeable form of  
hypodermic medication, and to accept any  
excuse that will serve this purpose. Very  
great interest has been taken in the re-  
searches of this Commission and people

have been inclined to neglect inoculation in  
the hope that some more agreeable method  
of protection from plague might be discovered.  
Those hopes, however, seemed doomed  
to failure. There has been no weakening  
in the advocacy of inoculation as the best  
safeguard, and unless some startling dis-  
covery be made, there can be little chance  
of its losing its scientific popularity. The  
report under review contains some interest-  
ing comments and figures from officials who  
have been working to combat plague in  
different parts of the Presidency. From  
these it is evident that the prophylactic does  
carry with it the highest preventive powers.  
From Kharkee come some convincing figures.  
Plague was raging in Poona and, on Sep-  
tember 5, the first case occurred in the Kir-  
kee Bazaar. Next day the followers were or-  
dered up to be inoculated. Of 1,312 men  
women and children, only twelve were not  
performed upon. In judging of the result, two  
individuals, who had contracted the disease  
before the systematic inoculation was per-  
formed, are excluded. Out of the thirteen  
hundred inoculated, five were attacked and  
one died, which gives a percentage incidence  
of 0.38 and a percentage of case mortality  
of 20. Of the remaining ten, four were  
attacked and three died, giving a per-  
centage incidence of 40 and percentage of  
case mortality of 75. From Karachi it is  
reported that out of 1,245 persons inocu-  
lated, 22 were attacked and four died, the per-  
centage case mortality being 18.18 as com-  
pared with 62.50 amongst the 66 uninoculated,  
there being 8 cases and 5 deaths. If,  
points out the report, the 1,245 had suffered  
to the same extent as the uninoculated, they  
would have had 166 attacks and 104 deaths  
instead of the 22 and 4, a difference of 87  
and 96 per cent. respectively. Such figures  
cannot be ignored and now that the Com-  
mission has set its seal of approval upon in-  
oculation, the Bombay journal hopes that  
less dilatoriness in submitting to the opera-  
tion will be observed.

## LOCAL AND GENERAL.

THREE of the motor cars which partici-  
pated in the Peking to Paris race arrived at  
Warsaw at 9 o'clock on the morning of 20th  
ult., and were accorded a friendly welcome.

THE Ministry of Justice at Peking has drawn  
up its scheme for the establishment of the new  
Courts of Law throughout the Empire, and  
will report the same to the Throne within the  
next few days.

CAPTAIN Kincaid-Smith, M. P., left Southamp-  
ton by the steamer *Kilist* on a visit to China,  
Japan, and Korea. The hon. member will  
return via San Francisco in time for the open-  
ing of Parliament.

THE Norddeutscher Lloyd announce that, com-  
mencing with the sailing of the s.s. *Princess*  
*Alice* from Southampton on Oct. 1, the steamers  
of its China and Japan line will call at Algiers  
both outward and homeward.

THE Russian East Asiatic and Volunteer fleet  
lines on 16th inst., reduced their eastward  
steering rate to \$25, which was immediately  
met by the Norddeutscher Lloyd, the Hamburg-  
America, the Holland-America, and the Red  
Star lines. The Russian lines thereupon  
promptly reduced their rates to \$23.

THE marriage of Miss "Denise Orme," the  
comedienne, to the Hon. John "de Buller"  
son and heir of Lord Churston, is announced,  
just about four months after it took place. The  
bride's real name was Jessie Smithers. Captain  
Vande-Buller is in the Scots Guards, and was  
at one time aide-de-camp to the Viceroy of  
India, and later to the Duke of Connaught.

THE Far Eastern Agency Company has been  
registered with a capital of £1,000 in £1 shares  
(500 five per cent. non-cumulative preference).  
The object is to act as railway, shipping, im-  
migration, advertisement and forwarding agents,  
carriers by land and water, &c. No initial  
public issue. Registered without articles.  
First directors, W. H. Boyd and H. Hackett.  
Office, 5, Fenchurch-street, E.C.

THEIR Excellencies, Ta Shui, Wang Ta-hsi  
and Yui Shih-mei, Special Commissioners to  
Japan, Great Britain and Germany, respective-  
ly, to study the politics and Government of  
those countries will have their farewell audience  
and leave Peking during the first week of  
October next. In the meanwhile their Ex-  
cellencies are engaged in selecting their suites,  
the members of which must have had a foreign  
education.

It is stated in a Tokio despatch of 13th inst.,  
that while engaged in investigating marine  
products the training ship *Kaiti Maru*, with  
twenty students and sixteen others on board,  
drifted southwards of Korea and was wrecked  
by the high waves. Two corpses have been  
found; the fate of the others is not known.  
The warship *Kuagi* is proceeding to the scene  
of the disaster. Three steamers have gone  
ashore at Hokkaido in the storm.

## H.E. VICEROY CHANG.

## RECEPTION AT HONGKONG.

## GUEST AT GOVERNMENT HOUSE.

ENTERTAINED BY THE CHINESE  
COMMUNITY.

Whether by design or by accident, the annual  
disappointment attended the expected arrival  
of the new Viceroy of the two Kwang in Hong-  
kong yesterday as on the occasion of the in-  
coming of the last Viceroy, H.E. Chow Fu.  
Although due to arrive in the Colony on his  
way to the seat of Government two days before,  
the *Maifoo* did not actually put into port until  
almost all hopes had been abandoned of His  
Excellency's intention to visit the Colony en  
route to Canton. On that occasion, how-  
ever, the veteran Viceroy was weather-bound. H.E.  
Chang Jen Chun, the present Viceroy-designate,  
was expected here early yesterday. Military  
arrangements had been made to receive His  
Excellency at a distance on landing, and members  
of the Police Force were detailed to maintain  
traffic at Blake Pier and along the route to  
Government House. At the gubernatorial re-  
sidence the Governor, Sir Frederick, and Lady  
Lugard were to entertain the Chinese repre-  
sentative at luncheon to which a select party  
of the Chinese Community had organized a  
special entertainment for his Excellency. The  
*Tai Shan*, by which the party were travelling,  
did not put into port until late in the after-  
noon when all the completed arrangements had  
to be called off. Speculation was rife as to  
whether the inclement weather had detained  
the China Merchants' steamer, or some other  
reason should be assigned for the inordinate  
delay in the vessel's arrival. By many versed in  
Chinese customs and folklore it was never  
seriously entertained that H.E. Chang would—  
if the day had been recalled to him—accept  
any jubilant celebrations in his honour yester-  
day. The day, according to the orthodox  
rituals of the Chinese, was the day known in  
the native annals as the 辰辰 (*Chen Chen*), that  
is, the anniversary of the death of an Emperor  
or Empress of the present dynasty of China.  
By all the precepts of Court etiquette, no official  
could do his ceremonial robes on such a  
day. The fact is thus explained why the *Tai*  
*Shan* did not arrive, as expected, early yester-  
day, and when she was first sighted steaming  
dead slow through Lyeemun Pass somewhat  
late in the day, there was a conspicuous absence  
of the bustle and pleasurable excitement usually  
attending the landing of a notable dignitary.

Mr. W. R. M'D. Parr, the Commissioner of  
Customs for Kowloon and district, set out on  
the Revenue launch *Kowloon Tui* to board the  
*Tai Shan* as she entered the fairway. Ar-  
rangements were then made by Commissioner  
Parr for the official landing to-day.

## DEPUTATION FROM CANTON.

Following conventional custom a naval,  
military and civil deputation was despatched  
to Hongkong from Canton to extend to the  
new Viceroy a hearty welcome to the Provin-  
cial capital. Prominent among the members of  
the deputation was Brigadier-General Cheung,  
successor to the ex-Commander-in-Chief, Li  
Chun, who, since his appointment as *Chunai*  
at Pakhoi, has proceeded South at the head of  
a body of troops to suppress the recent outbreak  
at Yumchow and Linchow. Admiral Li, it  
will be remembered, figured conspicuously in  
Hongkong on the occasion of the arrival of the  
former Viceroy Chow Fu. Li acted as inter-  
preter at the Chinese entertainment on that  
occasion.

Commodore Yau Po-yun was also of the de-  
putation, which included Taotai Su Wing-tung.  
A "mosquito fleet" of gunboats was despatched  
to Hongkong by the provisional Government  
at Canton to accord to the Viceroy-designate a  
fitting tribute of welcome. The flotilla has  
been lying within the waters of the Colony  
since Monday. This little fleet at Laichikok  
was conspicuous by the display of the dragon  
flag at the fore to-day. The Imperial yellow  
ensign with the blue dragon fluttered to the  
breeze from the masts of the *Shan Hong*, *Po*  
*Pik*, *On Nam*, *On Yu* and *Kwang Hing* through-  
out to-day as the Viceroyal party was engaged  
over the official calls.

In addition to the Chinese gunboats sent by  
the Canton authorities, the Shan Hou Chu  
despatched four steam launches, whilst the  
other bureaux at Canton were jointly repre-  
sented in Victoria harbour to-day by two  
launches. All the welcoming craft sported  
the dragon flag forard.

## THE HONGKONG CHINESE.

The *Tai Shan* steamed down the harbour and  
made fast to the China Merchants' wharf yester-  
day. Late in the evening, at eleven o'clock, a  
deputation of Chinese gentlemen, representative  
of the community in Hongkong, called on  
board to offer to his Excellency their greetings  
on behalf of their fellow-countrymen. The de-  
putation consisted of Messrs. Fung Wa Chun,  
Ho Kom Tong, Wan Ho, Lung Kin On, Leung  
Kwai Tsun, Yeung Hin Pong and others. These  
gentlemen were introduced to the Viceroy by  
his foreign secretary, the well-known  
Taotai, Wen Tung Yao, who held similar  
office at Canton during the administration of  
Viceroy Shum. The Viceroy-designate was  
most affable in his reception of the Hongkong  
deputation with whom he discussed freely on  
the present condition and future prospects of  
the land in South China. When it was  
stated to him that Hongkong was passing  
through a period of severe trade depression  
and commercial stagnation, His Excellency  
remarked that similar conditions were repre-  
sented to him at having obtained both at New-  
chwang and at Shanghai. He informed the  
company present that he was given a most  
kindly reception by the Cantonese community  
in Shanghai by whom he was banquetted in the  
most sumptuous style. Jul Cheng, Taotai of  
Shanghai, who returned from Nanking on Tues-  
day, gave a farewell dinner on Thursday evening  
at the Bureau of Foreign Affairs, and the same

night, His Excellency resumed his journey  
to Canton.

## THE CHINESE OFFICIAL DEPUTATION.

Yesterday evening there also called upon  
his Excellency the official reception deputation,  
from Canton; there was a body of some fifty  
to sixty officials who went to pay their respects  
to their new chief on board the *Tai Shan*.

## TO-DAY'S PROGRAMME.

The programme for to-day was then ar-  
ranged and as it will appear from the fol-  
lowing account of the day's proceedings, the  
aged Viceroy (H.E. is 67) had a somewhat full  
day of it. It speaks much for his endurance  
that H.E. Chang could have gone through the  
day's ceremony without feeling fatigue from  
the warmth of the weather. A visit to the  
Commodore, the official landing, a call upon  
H.E. Major-General Broadwood, C.B., Com-  
manding the Troops in South China, then the  
formal visit to the representative of the King  
in Hongkong, followed by the luncheon given  
by Sir Frederick and Lady Lugard and later the  
entertainment at the Chinese Club, and then  
back on board the *Sam Hong* to receive the  
return calls of the British representatives in  
Hongkong; were all included in the proceedings  
of to-day.

## VISIT TO THE COMMODORE.

Mr. W. J. Hewitt, assistant tide-surveyor,  
of the Chinese Imperial Maritime Customs,  
had charge of the arrangements afloat for  
the transport of the Viceroyal party. At  
11.15 o'clock in the forenoon H.E. Chang  
Jen Chun made his first official visit.  
It was to Commodore Stokes, R.N., on board  
the receiving ship, H.M.S. *Tamar*. The  
*Kowloon Tui*, flying the distinctive vice-  
regal flag, yellow with a Chinese character in  
red, conveyed the party, consisting of H.E.,  
Taotai Wen, and suite on board. The party  
were introduced to the Admiralty officials by  
Customs Commissioner Parr who accompanied  
them. On the stroke of twelve o'clock (noon)  
the *Kowloon Tui* cast off from the *Tamar*, and  
the guns of the receiving ship boomed forth a  
salute in honour of His Excellency.

## THE OFFICIAL LANDING.

Meanwhile a Guard of Honour furnished by  
the 3rd Middlesex Regiment, under Lieut.  
Fleming, had drawn up on Blake Pier. The  
approaches to the principal landing stage of  
the Colony were kept clear by a force of Euro-  
pean and Indian Police under Chief Inspector  
Baker. An immense throng of thousands of  
Chinese had gathered along the Piers and  
occupying every point of vantage were hun-  
dreds of Europeans. The verandahs of the  
offices in Hotel Mansions, King's and St.  
George's Buildings and all the leading mer-  
cantile houses on the waterfront contained  
hundreds of interested spectators.

At five minutes past twelve the Viceroy  
landed, accompanied by Taotai Wen and Com-  
missioner Parr. The shore battery fired a  
salute of nineteen guns, meanwhile the Guard  
of Honour presented arms and the Regimental  
Band played one bar of the Chinese National  
Anthem. The Viceroyal trio marched down  
and up the pier. The inspection concluded,  
Mr. Parr thanked Lieut. Fleming, on behalf of  
the Viceroy, for the Guard upon whose smart-  
ness of appearance H.E. congratulated the  
Officer.

H.E. Chang then got into the special chair  
provided for him, and the party made their way  
in procession to the Headquarters House  
on a visit to General Broadwood.

## LUNCHEON AT GOVERNMENT HOUSE.

At Government House the Chinese Viceroy  
and party were entertained to luncheon. There  
were the customary representative heads of  
official departments, military and naval officers  
and other distinguished members of the com-  
munity to meet the Viceroy. Incidentally,  
it may be observed that, whereas on this  
and like occasions the Chinese members of  
the Legislative Council take their seat at the  
gubernatorial board, the suggestion may be  
offered that, where a distinguished Chinese  
personage is the honoured guest of the repre-  
sentative of His Majesty in Hongkong, a few  
more invitations to the leading members of the  
Chinese community in Hongkong will, with-  
out doubt, be much appreciated at the same  
time as the amenities between the governing  
body and the majority of the governed will  
be more pleasantly promoted. Never was the  
tradition of Government House upheld with  
more dignity than at present by their Ex-  
cellencies Sir Frederick and Lady Lugard, and  
the relations with the Chinese can never be better  
advanced than were they given a little more  
freedom of access into our official social  
functions in the Colony. This digression from  
our immediate subject is excusable.

But to return. Politics did not enter into the  
subject of conversation between the repre-  
sentatives of the two friendly Powers living in close  
proximity to each other and whose interests  
by geographical juxtaposition are interwoven  
one with the other. The topics of communi-  
cation embraced all manner of generalities. Be-  
fore the Viceroy took his departure from Gov-  
ernment House, Sir Frederick Lugard intimat-  
ed his intention of visiting Canton, when His  
Excellency may have occasion to discuss with  
the Viceroy the subjects of paramount im-  
portance affecting the two centres of such pre-  
dominant interests in South China as Hongkong  
and Canton.

## THE CHINESE ENTERTAINMENT.

Punctually at three o'clock the Viceroyal  
entourage, accompanied by Customs Com-  
missioner Parr, arrived at the Chinese Club in  
Queen's Road, the Police again keeping the  
roadway clear under the direction of Chief  
Inspector Baker. The Club colours were  
flown conspicuously from the topmost verandah  
of the Club premises; the British flag was  
displayed from the right flag-pole and the  
Chinese from the left. The stone pillars and  
arches at the entrance and all the way up to  
the second storey were garlanded with ever-  
greens and a profusion of fragrant flowers. The  
stairway was carpeted in red. The whole  
scheme of decoration was simple yet effective,  
and Mr. She Po Sham is due the credit of the  
entire tasteful "set-up" of the Club buildings  
for the auspicious occasion.

The reception committee was formed of the  
following Chinese gentlemen:—Messrs. Fung  
Wa Chun, Lau Chu Pak, Ho Kom Tong, Tam  
Tat Kong, Ho Fook, Yung Hin Fong, Lau  
Chin Ting, Leung Kiu On, Li Po Kwai, Tong  
Lai Chuen, Leung Kwai Chuen, Sin Tak-fai,  
Pun Yuen Chuen, Ng Hon Chi, Ng Li Hing,  
"So Yam Chi," Wan Hoo, Sing Yuen Fai, Chao  
Lup Chee, Tang Yui Kai, Kong Shu Chuen, Pun  
Pui Yuen, Mok Cho Chuen, Chuk Yuen Fung, Poo  
Tak Hing, Kwok Yiu Woon, Wan Kwok  
Hing, Lo Koon Tin, Hu Chee Hin, Cheong  
Kung Sin, and Cheong Kung Wal.

The distinguished visitor was received by  
Messrs. Fung Wa Chun, Lau Chu Pak, Ho  
Kom Tong and Tam Tat Kong on behalf of  
the promoters of the entertainment. By them  
the Viceroy was conducted to the sitting room.  
Members of the reception committee were  
then presented to the Viceroy: individually,  
each in turn making the usual Oriental  
obeisance as he filed passed the aged  
administrator. After a brief interval during  
which Viceroy Chang conversed with Mr. Parr,  
who commanded a ready fluency of the  
Pekingese tongue, the party adjourned to the  
dining room in which a cake and wine ban-  
quet was subsequently served in the orthodox  
Occidental fashion. Seats of honour were  
occupied by the guest of the afternoon (the  
Viceroy), Taotai Shen of Swatow district,  
General Wong, Kum Fuk, Taotai Wen  
(Foreign secretary), and Mr. Parr.

The usual toasts were pledged in the briefest  
terms. The speakers were Mr. Fung Wa  
Chun, the Viceroy, and Mr. Sin Tak Fan.  
The Hongkong gentlemen spoke in the Can-  
tonese dialect, their addresses being rendered  
into Mandarin by Taotai Wen. At the conclu-  
sion of the banquet, group photographs were  
taken by Chinese photographers of the party.

## THE RE-EMBARKATION.

From the Chinese Club the Viceroy and suite  
proceeded on board the Chinese gunboat *Sham*  
*Hong*, which, at noon, had steamed up to the  
man-of-war anchorage, "dressed" for the oc-  
casion.

## THE RETURN VISITS.

Later in the afternoon Sir Frederick Lugard,  
accompanied by his A.D.C., Capt. Taylor, re-  
turned the Viceroy's visit on board the gun-  
boat. The Governor was followed by the  
Commodore, and the General.

At eight o'clock to-night the Viceroyal party  
will again board the *Tai Shan* and will enter  
upon the last stage of the journey to Canton.  
In the Capital H. E. Chang Jen Chun will  
be called upon to wield the destinies of two  
sister provinces at a time when the internal  
conditions of the country, the evolutionary  
development of its people, and the commercial  
and material progress of the lower of the twin  
provinces will call forth into activity all the  
best physical energies and moral strength of a  
man who at sixty-seven—the age of the  
Viceroy—will be confronted with a task of no  
insignificant proportions.

## GERMAN SEAMAN ROBBED.

## PUBLIC-PROSECUTION CHARGED.

Arthur Giese, a German sailor, residing at  
the "Sailors' Home, West Point, had a most  
awkward experience with a number of ricksha  
coolies on Monday night. Engaging a ricksha  
outside the Ko Shing Theatre, Giese, it was  
stated, told the coolie to drive him to the Home.  
The coolie started out in a westward direction  
and, arriving at the first corner—Wilmer Street  
—turned down that street. Reaching at a safe  
spot, the coolie, it was alleged, suddenly  
dropped his shafts, throwing out the fare.  
Assisted by two other coolies, they held down  
the German and relieved him of a leather  
purse, which contained \$3. Then they fled.  
Giese made his way to No. 7 Police Station  
and reported the matter to Inspector Collett,  
who lost no time in rounding up a number of  
ricksha-men. Amongst a number of men this  
morning Giese pointed out one Cheng Ching,  
of ricksha 268, as one of his assailants.

To-day, the accused was charged before  
Mr. C. A. D. Melbourne with theft, and the  
case was remanded.

LAU Hi, a coolie employed on board the  
Canton steamer *Fatshan*, was arrested yester-  
day afternoon on board the ferry launch *Lee*  
*Chai* for carrying concealed weapons—to wit,  
a Chinese sword. This morning, in the Police  
Court, he pleaded guilty to the charge before  
Mr. Melbourne, who confiscated the weapon.

A SIXTEEN-YEAR-OLD boy named Chan Hing  
was the defendant in a case heard before Mr.  
C. A. D. Melbourne, at the Police Court, to-  
day. Li Wah, a foreman coolie, of 67, Second  
Street, was the complainant. He charged the  
lad with stealing \$100 from him this morning.  
Accused was employed by complainant as a  
house-boy. Before going to bed last night the  
foreman locked up \$100—coolies' wages—in  
a box. This morning it was gone. As accus-  
ed was the only person who had gone to his  
employer's room in the interim he was suspect-  
ed. At first he denied guilt, but when pressed  
he admitted to his employer having removed  
the bills. Mr. Melbourne ordered him to  
receive twelve strokes with the birch.

THE officers of the Directorate of Military  
Operations at the War Office have prepared a  
number of lectures on the subjects of "The  
Chinese Army," "Intelligence in European  
Warfare," "The Military Situation in the Far  
East," "Russia in Central Asia," "Intelligence  
Work in India," "Arabia and Syria," "Holland,"  
"Egypt," "Sinal and the Sudan," "West Africa,"  
"The Panama Canal," "Intelligence in So-  
maliland," "The French Colonies and French  
Colonial Army," "The Canadian Militia," and  
"The Forces of Australasia," the intention  
being that the officers in question shall be avail-  
able to give lectures in the home commands  
upon their respective subjects during the  
forthcoming winter season, on sufficient notice  
being given to the Director of Military  
Operations.

## Telegrams.

"HONGKONG TELEGRAPH"  
SERVICE.

## "TAFOO" BEACHED.

NEARLY TWO HUNDRED BODIES  
RECOVERED.

[From Our Own Correspondent.]

Shanghai, 19th September.

12 Noon.

The steamship *Tafuo Maru* was  
beached near Kiukiang.

Up to the present time 178 bodies  
have been recovered, but it is feared  
that many more have lost their  
lives.

## SHANGHAI TRAGEDY.

RUSSIAN JEWESS MURDERED.

[From Our Own Correspondent.]

Shanghai, 19th September.

12 Noon.

A Russian Jewess was murdered  
by strangling in Scott Road yester-  
day afternoon.

So far, the assailant remains un-  
discovered.

It is believed that the motive of  
the murderer was robbery.

## MR. TAIT'S MISSION.

## AN IMPORTANT PROGRAMME.

A Tokyo dispatch to Osaka journals states  
that Mr. Tait, who left Seattle by the *Minnowa*  
on the 10th inst. for Manila, will call at  
Yokohama, Kobe, and Nagasaki. He will  
travel through Europe on his way home in a  
purely private capacity. His mission to the  
East is firstly to decide certain questions relat-  
ing to the administration of the Philippines at  
the meeting of the new Assembly, which is to be  
opened next month, and next to convey to the  
Japanese Government the sincere intentions of  
the U.S. Government in regard to the relations  
between Japan and the United States, and  
come to a satisfactory solution of the Japanese  
immigration question on the Pacific coast.  
Mr. Tait is also specially commissioned by  
President Roosevelt to explain to the Japanese Government that in  
sending a battleship squadron to the Pacific  
the U.S. Government has no malicious intention.  
He is further authorised to settle other  
minor questions upon his own responsibility  
without explicit instructions from the President.

A WHITE Paper has been issued with the text  
of the new contract between the British Post-  
master-General and the P. and O. Company  
for the conveyance of the India, China, and  
Australia mails on the expiration of the pre-  
sent contract on Feb. 1 next, until Jan. 31,  
1915. This contract is, of course, distinct from  
the Colonial contract which the Commonwealth  
Government in seeking to negotiate. A Treas-  
ury minute which accompanies it states that  
the only tender was put in by the Peninsular  
and Oriental Company. It was at first de-  
cided to prolong the existing contract to  
1912, but, at the request of the India Office,  
the question was re-opened, and the pre-  
sent contract was finally agreed to. By the  
new contract the annual subsidy will be at  
a fixed rate of £1,050,000. Under the contract  
of 1904 it was £1,400,000, subject to reduction to  
£1,300,000, or £1,315,000, with retrospective effect  
for the whole period in the event of the exten-  
sion of the contract to five or seven years respec-  
tively. The periods of transit under the new  
arrangement will mean a saving as fol-  
lows: Brindisi and Bombay, out and home, 8  
hours; Brindisi and Shanghai, out 34 hours,  
home, 24 hours; and Brindisi and Adelaide,  
out



## Telegrams.

[Reuter's.]

## The East and the West

London, 17th September.

Mr. Templeman, Minister of the Inland Revenue, of the Dominion of Canada, speaking in Victoria, strongly advocated admitting into Canada only immigrants who were likely by assimilation and inter-marriage to assist to build up a homogenous population.

## The Du'oh in the Celebes

News has reached Rotterdam that a Dutch force was defeated at Mandhar, on the 9th inst., with great loss.

Reinforcements are being sent.

Later.

Morocco.

It is stated that General Druge's conditions include the surrender of the tribesmen implicated in the massacre, the payment of an indemnity for the massacre and the sacking of Casablanca, and hostages, as a guarantee of good faith.

Holland.

Queen Wilhelmina, at the opening of Parliament, announced that serious efforts would be made to render the consolidation of Dutch authority in the Dutch Indies beneficial to the native population.

## NEW TOYO KISEN LINES.

A steamer to be added to the Toyo Kisen Kaisha fleet, to be named the *Teiyo-maru*, was launched at the Mitsui Bishi yard at Nagasaki on the 15th inst. A sister-ship, to be named the *Chiyomaru*, is expected to be launched by about May next. These steamers are intended to be placed on the San Francisco service. Of the three steamers now on the line, the *Nippon-maru* and *Hongkong-maru* will be withdrawn and the service will be continued by the three new steamers and the *Amerika-maru*. The steamers now being built at Nagasaki are the largest merchant steamers built in Japan. The gross tonnage of the new liner is 13,500 tons; her dimensions 317 ft. length, 50 ft. beam, 63 ft. draught, 38 ft. 6 in. She will be fitted with turbine engines, and her speed will be 19 knots.

## JAPANESE STEAMSHIP COMBINE.

VIOLATION DOUBTFUL.

The successful flotation of the Japan Steamship Company is now considered very doubtful, all the shareholders hesitating to push on the scheme in view of the unfavourable condition of the money-market. Owing to the indefinite dragging-on of the scheme, it is stated that not a few of the capitalists interested are experiencing inconvenience, as a large amount of guarantee money is being kept idle. A rumour is rife that an incorporation of the Nippon Yusen Kaisha and the Toyo Kisen Kaisha is on foot. This opinion is, however, dismissed by many of those in shipping circles who are in a position to know definitely. It is pointed out that the capital of the Toyo Kisen Kaisha, of which Mr. Asano is the President, is chiefly contributed by American capitalists. For this reason, all the important documents and papers of the company, and the head office in Japan is practically in the position of a branch office. The principal service of the company is between America and Australia, and most of the vessels of the company are unfit for navigation in the near-seas of Japan. If an incorporation is necessary, the Osaka Shosen Kaisha would be a more desirable combination with the N.Y.K.

## SUGAR REFINING INDUSTRY.

JAPANESE COMPETITION.

Referring to the future of the sugar-refining industry in Japan, a vernacular contemporary remarks that at the Governments of all the countries in Europe are vying with one another in encouraging the development of the sugar industry in their respective countries, as the demand for sugar continues to steadily increase. In Japan, the industry of producing sugar is yet in a very primitive state, and crude sugar for the most part is imported from Java and Peru. The import of the crude sugar last year amounted to 3,700,000 piculs. On the other hand, the sugar-refining industry in this country continues to develop with rapid strides, though the industry is quite new in Japan. Until six or seven years ago, the demand for refined sugar was almost entirely supplied by German and other foreign sugars. Now the import has been checked, only a small quantity of German beet sugar coming in. Refined sugar is now being largely exported to China. The value exported last year reached about ¥10,000,000. The future of the industry is quite promising. The producing expense of crude sugar in Formosa is such that the sugar can be by no means compete with those of Java and Peru, and the day is yet far distant when the import of foreign crude sugar will be checked.

The issue of Bonds of the Japan Sugar Refining Company to the amount of ¥3,000,000 has been undertaken by a syndicate of the leading Tokyo and Osaka banks—the Japan Credit Mobilier, Daiichi, Fuyo, and others. The interest is 7 per cent, and the issue price ¥100 for ¥100 face value. The Bonds will stand for three years from the date of issue and ¥750,000 or 10 per cent of the principal will be redeemed yearly from the fourth year, the total to be redeemed in seven years.—*Japan Chronicle*.

## CANTON DAY BY DAY.

STAL CONVENIENCES.

[From Our Own Correspondent.]

Canton, 18th September.

The Chinese Imperial Posts have, for the first time, erected letter pillars at different points of the City. The Postal authorities have written to the Canton Police Department requesting them to instruct its officials to see that these pillars are properly protected.

RAILWAY AFFAIRS.

With reference to the different complaints lodged with the Canton-Hankow Railway Company against irregularities in the taking of votes with regard to the election of Mr. Wong Shiu-ping as vice-president of the Company, yesterday morning, the Prefect of Kwangchow, Chan, the two magistrates of Nambai and Punyu and several police officials visited the Company's office to make investigation. On going through the votes it was found that 42 votes, representing 12,118 shares, were altered in favour of Wong. The matter will be referred to the authorities.

Yesterday a tea party was given by Mr. Wong Shiu-ping, the vice-president of the Company, at the Company's office when he assumed charge of office. There were several members of the board of directors present in addition to a few shareholders. The seal of office was handed over to him by the members of the Committee, who took charge of the seal upon the resignation of the ex-president, Chang To Chai.

WAICHOW INDUSTRIAL PROSPECTS.

A correspondent writing from the prefecture of Waichow states that the industrial prospects there for the present are not at all promising. The vegetable growing, sugar, and wood cutting industries have all shown signs of inactivity. It is stated that the recent disturbances there have greatly disorganised the course of trade and lately the heavy rains caused a considerable rise of the river; the flood is doing a large amount of damage to the paddy, the peanut and bean fields within the prefecture.

BRIGANDAGE ON THE WEST RIVER.

Robbers and pirates of the district of Sham-shui have been very active, but since the reorganisation of the guards initiated by ex-Admiral Li Chun the district is becoming quieter. Lately, however, some fifty robbers and pirates were captured and sent to the Kong Po Camp, where over twenty have been beheaded, while the others have been imprisoned for having committed various crimes.

LAWLESSNESS IN WAICHOW.

Although work of reorganisation has been going on since the suppression of lawlessness in the prefecture of Waichow, several cases of robbery have been reported from there. The Nam Chun-wi age, about three li from the city of Waichow, was attacked on the 13th inst. by robbers who ransacked several houses, kidnapped a child and led away several ploughing oxen. They also killed two villagers, including an old man over sixty years of age. On the following day, three or four junks laden with cargo were pirated at a place called 'Tam Tong' and all cargo was taken off by the freebooters.

JUNK LOST IN TYPHOON.

One of the theatrical junks belonging to the Yueh Fung Nii Theatrical Company was overtaken by the typhoon on the river, in the district of Sanui, on the evening of the 13th inst., with the result that the junk was sunk with all the valuable property of the troupe, besides four persons being drowned. It was also reported that most of the private property of the members of the troupe has been also lost.

SILK CROP PROSPECTS.

The fifth crop of silk worms in the prefecture of Shiu Hing has turned out satisfactorily, and a good crop of silk for this season is expected. The price of mulberry leaves which formerly stood at from 8 to 9 mace have now risen to 200 per picul—an extraordinary rise.

THE YUMCHOW RIFLES.

Taotai Wu, of Chaochow, who proceeded to Yumchow a short time ago, has returned to Canton and has handed a report of the present state of affairs to H.E. the Acting Viceroy. The report states that the present rising is more general and stronger than the last one, but, fortunately, owing to the large number of troops sent, the government will be able to cope with the outbreak.

DISTURBANCE BREWING.

The Taotai of Shiu Hing, Yung Kong and Lo Ting has memorialized the Acting Viceroy to the effect that the outlaws in the prefecture of Shiu Hing and sub-prefecture of Lo Ting are showing signs of activity, and as the number of troops there is at present insufficient, more troops and gunboats for that locality are necessary.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 19th at 11.45 a.m.—The barometer has fallen quickly in E. Hokkaido owing to the typhoon, which is moving away over the Pacific to the E. of Japan.

Pressure has increased elsewhere, considerably over S. Japan, and moderately over China and the Philippines. It remains high over China to the North of the Upper Yangtze, and the normal is now exceeded by from 0.1 to 0.05 inch along the China coast, and over Formosa and Luzon.

Fresh N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.10 inches.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. winds, fresh; fair.
- 2.—Formosa Channel, same as No. 1
- 3.—South coast of China between Hongkong and Lamocks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

## THE BRIDGING OF CHINA'S SORROW.

We are sure that many of our readers must have perused with interest the various letters from the pen of our own correspondent, written during his present trip in the Far East, and that they will agree with us in thinking that a debt of gratitude is due to him for his illuminating account of the state of affairs in that part of the world. He has furnished us with a series of pictures which will be recognised by all old Easterners as bearing that stamp of reality which could never have been produced by a mere globe-trotter, and which bring us into touch with the real state of affairs as they concern trade, politics and the future of both. One of the most striking of our correspondent's letters appeared in our last issue, and gave a brief but vivid account of the bridging of the Yellow River under foreign supervision. The fact that this bridge, when completed, will be something like two miles in length, is sufficiently startling to Western ideas, accustomed though we are to enterprises of this kind on this side of the globe, but the imagination kindles at the thought of the benefits which will accrue to China if Western engineers can really stay the ravages of the Yellow River, and turn "China's Sorrow" into China's permanent gain. We should not have drawn special attention to this great work were it not that it seems to us typical of so much that has happened in China during the past fifty years. China is, as we know, a land in which nothing absolutely new is supposed to have happened during this period. The horsemen of Probyn and Fane were believed by Southern Chinese to have their exact counterparts "Peking style," and the belief in the village of Chinese battle array to a great deal of killing before the two famous Viceroy established their *corps d'armes* in the Far North, but it seems as if the value of foreign assistance in matters connected with the welfare and progress of China was gradually dawning on the minds of the powers that be in the capital. The wonder is that this fact has not been seen and admitted at an earlier stage in the history of foreign intercourse. For what does the history of the past 50 years tell the observer in such matters? Within the recollection of many old China hands the Empire suffered materially by a leakage in her Customs receipts at the open ports. Mandarins in charge of stations were venal and corrupt after the manner of their kind, and only a small portion of the Customs receipts from foreign trade found its way to the Imperial coffers. But the Chinese Government called in the aid of an English junior official from the Consulate at Canton and lo! there came into being the Foreign Inspectorate of Customs with its honest administration, its thoroughly accounted-for receipts, and its unexpected supply of funds which could be regularly hypothecated against foreign loans. This state of affairs, gratifying alike to the Imperial rulers at Peking and to all foreigners who had the welfare of the Empire at heart, could never by any possibility have been attained but for foreign help, and the moral of it all is patent to the simplest observer.

Similarly, we can take our thoughts back to the days of the T-iping rebellion. China was in its throes; her very existence was at stake, but she called in the aid of a junior officer of English Engineers—an honest man, if ever there was one, who drilled Chinese forces in the Western fashion, taught them to love and respect him, and finally, himself armed with a little cane, led his forces to victory, and brought peace to the troubled land. How much China owes to Gordon China will probably never know, and certainly will never admit, but the fact remains. Further, China owes much to foreigners in the stability of Hongkong and in the security and well-being of the treaty ports. The Chinese little thought when ceding to us the rocky steep of Hongkong that we should make it the second largest shipping port in the world, or that its very presence at the gates of the China coast would give to trade an impetus and a stability beyond the wildest dreams of the early English and American pioneers. It is hardly necessary to refer to the way in which we have dealt with that curse of China—piracy—but we may claim with good reason that our settlements, notably at Shanghai, but largely in such places as Tientsin and Hankow, have been the means of evolving order out of chaos, and of adding materially to the Imperial revenues. All this progress has come about so naturally as the result of foreign intercourse and foreign assistance that it seems almost ludicrous to have to insist on the genesis of the facts; but they point a moral all the same, whether the Chinese Government is content to read it or no. We have no space to descant on the railway question, nor to point out the enormous benefits which will accrue to China when she takes full advantage of those lines which have been made under foreign auspices, or when she is able to complete on her own account such an artery as the Peking-Kalgan line. Our correspondent points out how much the railways are doing for China in the matter of intercommunication between the provinces, and what good prospects they hold out for a consolidation of the Empire, whether at its capital or throughout the provinces. In any case it will perhaps not be forgotten when these hoped-for successes are accomplished that, *malgré elle*, China has had to accept these improved communications at the hands of the despised foreigner; and that, but for his persistence and the wise co-operation of certain Viceroys, the Empire might today be still depending for the transmission of its despatches and of its tribute money by the ancient fashion and make traffic of the days that are past and gone. It is well that in these latter days, when the tendency of the Imperial Government seems to be that of thinking that it can stand alone, to ask that Government to remember all these things, to bear in mind that the bridging of "China's Sorrow" is but another step in the long ladder by which the empire has climbed out of difficulties and depths of trouble into the safer regions of solvency and quietude. China owes much to the despised foreigner, and she can only repay it by that just and liberal reading of treaties through which, if she could only see aright, lies her permanent salvation.—*L. & C. Express*.

## BUMB-BELL ISLAND MURDER.

PRISONERS CONVICTED.

At the Criminal Sessions, this morning, before his Honour Mr. A. G. Wise, Chief Justice, To Hing Chang, a fisherman, and his wife, Ho Yung, were indicted on a charge of murdering one Fan Muk Fat, at Lantau, on the 26th ult.

The following was the jury empanelled:—Messrs. J. A. T. Plummer (foreman), J. H. Ramsay, H. B. Bridger, J. Olson, S. Jones, G. White and G. W. Gegg.

Mr. Rees Davis, Attorney-General, prosecuted for the Crown; Hon. Dr. Ho Kai representing the accused.

The particulars of the case as outlined briefly by the Attorney-General were to the effect that accused were husband and wife, residing in the Mui Wo village. On the morning of the 26th August, the first accused—To Hing Chang—went to the Cheung Chau Police Station and notified Sergeant Angus that a robbery had been committed in his house the previous night. While the sergeant was listening to his story the wife and brother of the deceased entered the charge-room, accompanied by a Chinese policeman and, recognising To Hing Chang gave him in charge for murder. Fan Muk Yau, deceased brother, said that while he was asleep in his house, which is situated about forty feet away from that of To Hing Chang's, at about ten o'clock on the night of the 25th ult., he was awakened by a noise made in the street. Jumping out of bed he went to investigate and saw the first defendant holding the deceased by the queue. Then the second defendant, Ho Yung, was seen striking the deceased on the head and legs with a chopper. The deceased collapsed. Witness asked what the trouble was about. The second defendant threw away the chopper she held and disappeared. Witness approached his dying brother, who informed him that he went to the defendants' house to collect a debt and was attacked. The female defendant remained hiding on the hillside for a couple of days when she, too, was arrested.

Evidence was then called by the Crown.

Both counsel having addressed the Court, the jury brought in a verdict of guilty of manslaughter.

## GERMAN SHIPPING ACTIVITY.

THE FIGHT FOR EASTERN TRAFFIC.

The activity of the German steamship companies nowadays needs no emphasis, but this energy was never so marked as at present.

In no quarter has their zeal been more marked than in their fight for the trade and traffic of the East.

The latest effort is the report that the North German-Lloyd Company have decided to "siren" their Far Eastern line by putting on some of its fast steamers to call at Southampton and Algiers. This is looked upon as a bid for the large English passenger traffic to that port.

The headquarters of the company in London profess ignorance on the subject. But the fact that another German line, which formerly sent its steamers to Algiers, has ceased its service there, renders it the more probable that the North German-Lloyd will seize the opportunity to increase its hold on that port.

A prominent ship-broker, in a conversation on the 20 ult. with a representative of the *Pall Mall Gazette*, said that if the report were true it was not of vital importance. "But," he added, "it only reveals the strenuous efforts German companies are making. Look at the headway they have made in the Persian Gulf, for instance. Up to within a year or two ago we had this track in our own hands. Now they threaten our supremacy in all directions. The Deutsche Ost-Afrika-Linie has just issued a list of sailings of their fleet to Mashoonland and Rhodesia. Some of the vessels will call at Beira, and others will take passengers for Uganda and East Africa, via Mombassa. This all proclaims their keen desire to capture trade, however small. The German services to the Far East from Southampton compare favourably with the English lines."

The Press Association's Liverpool correspondent telegraphs that no importance is attached in Liverpool shipping circles to the announcement from Bremen that the North German-Lloyd has reduced the steamer passenger rates from Bremen to New York. The reduction does not imply a cutting of rates. The various Continental lines have a pooling system, under which companies receiving a large share of traffic are at liberty to advance their rates, while those not getting a full share can reduce the tariff. The rates consequently automatically adjust themselves, and the reduction by the North German-Lloyd forms part of this automatic arrangement.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months' sight	2/3 1/2
France—Bank T.T.	2/7 1/2
America—Bank T.T.	53 1/2
Germany—Bank T.T.	100
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	73 1/2
Singapore T.T.	5 1/2
Japan—Bank T.T.	108 1/2
Java—Bank T.T.	133 1/2

Buying.

4 months' sight L/C.	2/3 1/2
6 months' sight L/C.	2/4 1/2
30 days' sight San Francisco & New York.	54 1/2
4 months' sight	55 1/2
30 days' sight Sydney and Melbourne.	2 1/2
4 months' sight France.	2 1/2
6 months' sight	2 1/2
4 months' sight Germany.	2 1/2
Bar Silver	108 1/2
Bank of England rate	4 1/2
Bank of France	133 1/2
Sovereign	20 1/2

## Today's Advertisements.

**VOLUNTEER CONCERT.**  
TO-NIGHT, 19th, at 9 15 P.M.  
All tickets taken for 14th will be available, or if not required the money will be returned.  
Hongkong, 19th September, 1907. [832]

**THE TRADE MARKS ORDINANCE, 1898.**  
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that W. R. LOXLEY AND COMPANY, of Victoria, Hongkong, Merchants, have, on the 1st day of August, 1907, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. The representation of a Chinese woman spinning.
2. The representation of 3 feathers and the word "Prince" underneath, and the Chinese words meaning "Feather Mark".

The Trade Mark No. 1 has not been used but is intended to be used forthwith, and Trade Mark No. 2 has been used by the applicants in respect of the following goods:—

1. Cotton Piece Goods of all kinds and Goods made of Cotton Materials in Class 24.
2. Flour, Wheat, Bran, Barley, Vails, Grain and Corn in Class 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 19th day of September, 1907.

DENNYS & BOWLEY,  
Solicitors for the Applicants.

[842]

**"SHIRE" LINE OF STEAMERS, LTD.**  
NOTICE TO CONSIGNEES.

FROM MIDDLEBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"BRECONSHIRE"

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 19th September, 1907. [843]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 24th September, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

BRASS-MOUNTED DOUBLE BED-STEADS AND BEDDING, TEAKWOOD

WARDROBES WITH BEVELLED GLASS,

MARBLE-TOP BUREAU WITH BEVELLED GLASS, TEAKWOOD EXTENSION

DINING TABLE AND CHAIRS, OVER-MANTELS, PICTURES, &c., &c.

ALSO,

A quantity of BLACKWOOD FURNITURE;

AND

2 COTTAGE PIANOS

(one by Collard & Collard, London).

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 19th September, 1907. [844]

## CHINESE IMAGES.

An interesting series of seven Chinese images has just been presented to the Museum, says the *Singapore Free Press*, by a former Library Clerk, Mr. Fong Tian Cheng, who at present is travelling in China. They represent:

- (1) Lao tzu, the founder of the Philosophy known as Taoism, who lived in the Chou Dynasty (6th Century, B.C.). His name signifies "Old Boy," as he was born with white hair and the face of an old man.
- (2) Lu pan, the God of the Carpenters, who lived at the time of Confucius and was skilful in making wooden figures.
- (3) Yen Lo-wang, the Supreme Judge of the Infernal World, who lived under the Sung Dynasty and distinguished himself through his severity as judge.
- (4) Kuan-ti, the God of War. He is one of the most noted figures in Chinese history, famous for his valour, generosity and high-mindedness. He is represented with a red face. There is a temple to him in Telok Ayer Street.

(5) Kuan-yin. She was the daughter of a King and is worshipped by Chinese women as the Goddess of Mercy. There are two temples in Singapore dedicated to her, one in Telok Ayer Street and one in Victoria Street.

(6) Hai-Lung-wang, the God of the Sea. He has jurisdiction over all aquatic things, ascending to Heaven once a year to report to the Pearly Emperor. He has the head of a dragon. The s.s. *Hye Leong* is named after him.

(7) Pan-ko, the creator of this Earth. He is represented as holding the Sun in the one hand, and the Moon in the other. When he died, his breath became the air, his eyes the sun and moon, his blood the water of the rivers, his flesh the soil, his tears the rain, and the parasites of his body, the human race! After that who would not prefer the Darwinian theory?

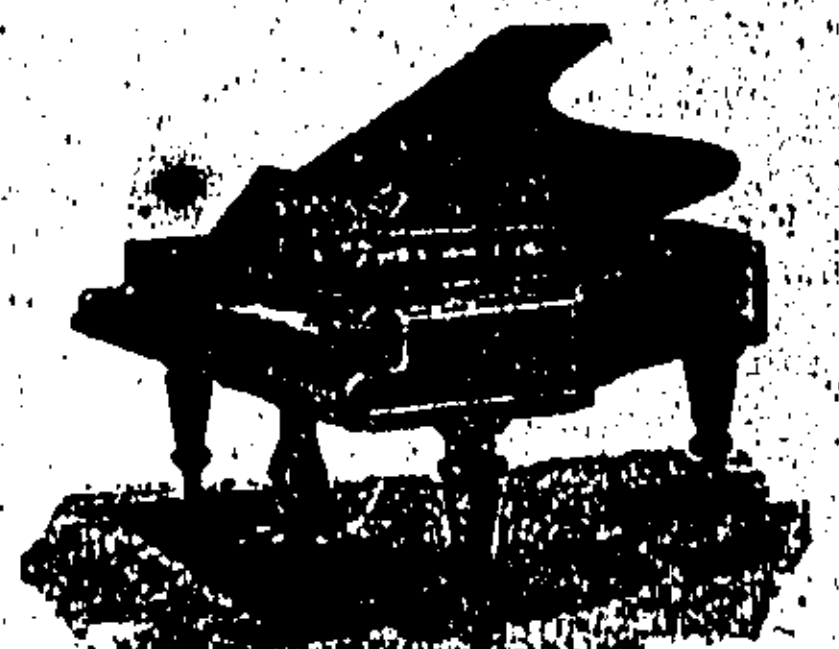
## Intimations

THE

ROBINSON PIANO  
CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [845]

THE ORIGINAL  
CANADIAN  
CLUB  
WHISKY.



PER CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

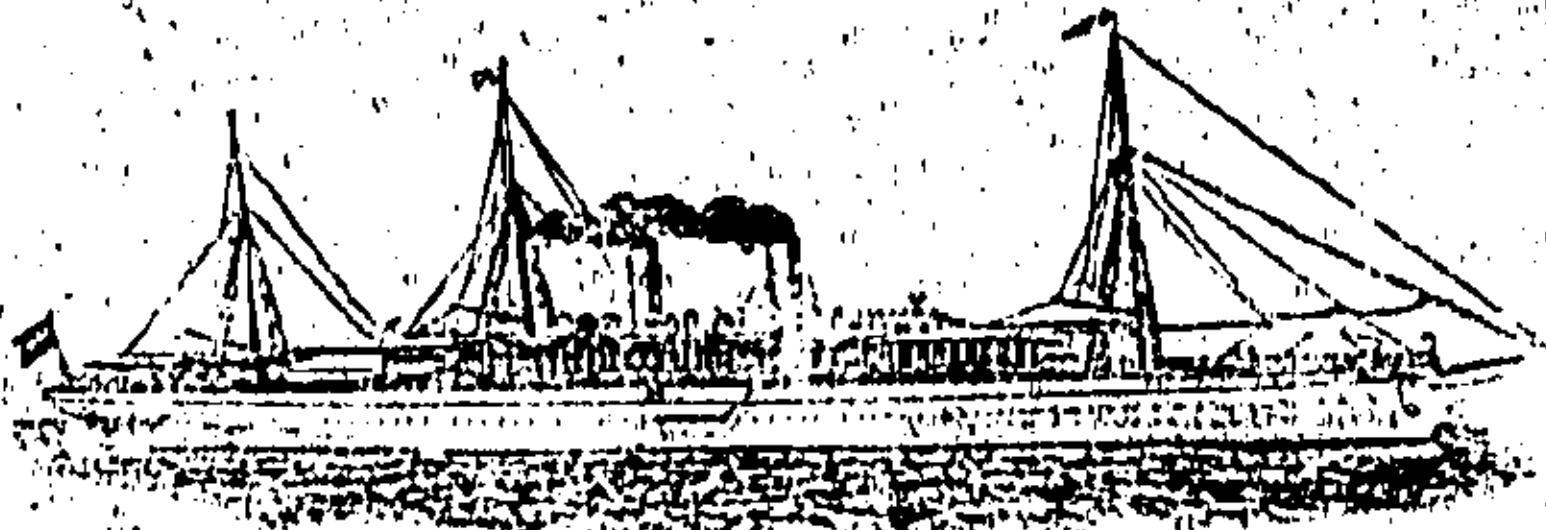
H. PRIOR & Co., Ltd.,  
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th September, 1907. [846]



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000	THURSDAY, Sept. 26th Oct. 14th
"EMPEROR OF INDIA" 6,000	THURSDAY, Oct. 24th Nov. 11th
"EMPEROR OF JAPAN" 6,000	WEDNESDAY, Nov. 6th Nov. 30th
"EMPEROR OF CHINA" 6,000	THURSDAY, Nov. 21st Dec. 9th
"EMPEROR OF INDIA" 6,000	THURSDAY, Dec. 19th Jan. 6th

\* "EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.  
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.  
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
H. W. CRADDOCK, General Traffic Agent for China,  
Corner Prater Street and Praya.

Hongkong, 17th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN & SWATOW & CHEFOO	"CHEONGSHING"	FRIDAY, 20th Sept., Noon.
MANILA	"YUENSANG"	FRIDAY, 20th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALOUTTA.

Hongkong to Singapore 1st Class	Single.	Return.
"Peking"	\$5	\$100
"Calcutta"	85	130
"Calcutta"	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 19th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
AMOY, CHEFOO, NEWCHWANG & TIENTSIN	"KUEICHO" 22nd	Sept., daylight.
AMOY, NINGPO & SHANGHAI	"SHANGHAI" 22nd	"
HOIHOW and HAIPHONG	"HUPH" 24th	"
MANILA	"TAMING" 24th	4 P.M.
SHANGHAI & CHINKIANG	"KANSHU" 25th	"
SWATOW & SHANGHAI	"YOOHONG" 25th	"
CEBU and ILOILO	"KAIFONG" 25th	"
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA" 10th	Oct.,
YOKOHAMA & KOBE	"CHINGTU" 10th	"

\* The Attention of Passengers is directed to the Superior Accommodation offered by their steamers, which are fitted throughout with Electric Light. Unrivalled table. A day qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th September, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 21st Sept., 1907.
WUHL	2540	Almond	"	SATURDAY, 28th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 18th September, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" ..... On the 2nd November, 1907.

For Freight and further information, apply to

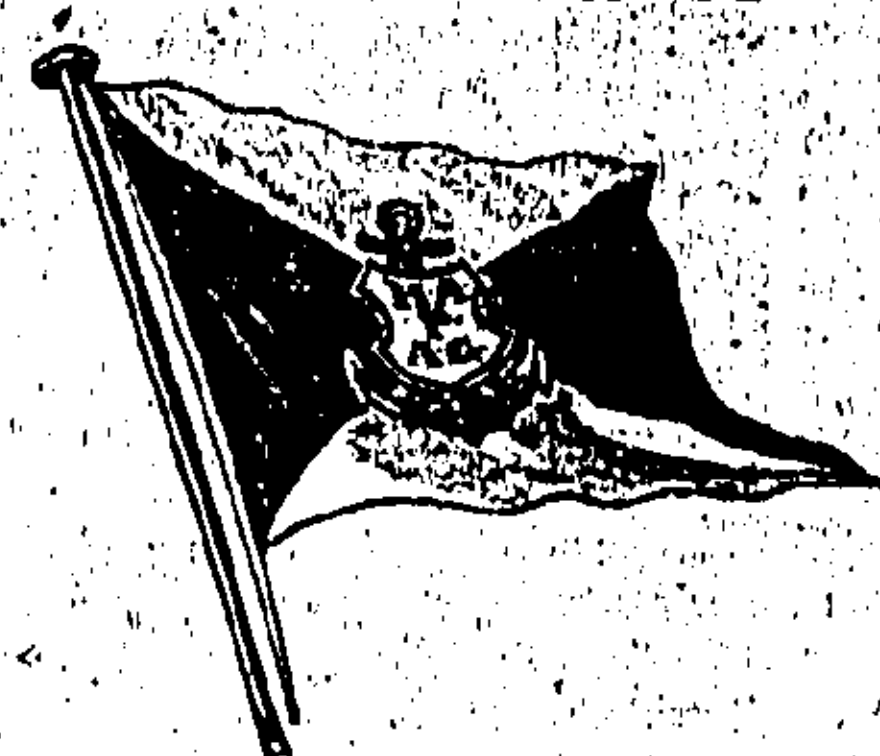
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 13th September, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward. Homeward.

HOHENSTAUFEN ... 1st Oct. RHENANIA ..... 2nd Oct.

SILESIA ..... 2nd Nov. HOHENSTAUFEN... 30th Oct.

Hongkong, 2nd September, 1907.

## FOR DALNY.

THE Steamship

"KARONGA" will be despatched for the above Port, on WEDNESDAY, the 25th inst., at 5 P.M.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 19th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM" Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Superior 6,235 W. Shotton 8th Oct.

Kumata 6,732 D. Baird 15th Oct.

Shawmut 9,666 E. V. Roberts 6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings, Hongkong, 18th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICO and other Coast ports.

Steamers "Capt. Tons To sail

KASATO MARU D. Mori 6th Oct.

KATHERINE PARK 5,000 About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager, York Building.

Hongkong, 18th September, 1907.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" ..... 31st Oct.

S.S. "MUNCASTER CASTLE" ..... 26th Oct.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 13th September, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"HEADLEY" will be despatched for the above Port, on or about SATURDAY, the 19th October.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 16th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..... Capt. H. W. WALKER.

"KWONG SAI" ..... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

Intimations.

PAIST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

F. BLACKHEAD & CO.,

SHIP-OHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

WEATHER-FORCASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1 1/2 UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Red Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Wanlan. Sau Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. F







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ \$1.15/- for 1-year ending 30.6.07 @ ex } 2 1/2 3/16 = \$16.04	44 1/2
National Bank of China, Limited	99,925	£7	£6	{ £12,735 } £300,000	\$71,293	\$2 (London 3/6) for 1905	...
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 } \$200,000	\$233,638	\$20 for 1905	7 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 } £10,000	Tls. 185,520	{ Interim of 7/6 for account 1906 @ ex } 2 1/2 to 12/16 per tact	6 1/2
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 } \$700,000	\$1,460,410	{ Final of \$12 making \$32 for 1905 and } Interim of \$3 1/2 for 1906	5 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 } \$200,000	\$461,467	1 1/2 for year ending 31.12.05	7 1/2
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 } \$200,000	\$362,980	\$4 and bonus \$2 for 1905	9 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,250,000 } \$250,000	\$435,236	\$40 for 1905	12 1/2
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$7,000 } \$250,000	\$365	\$1 for 1906	6 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 } \$250,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2
Hongkong, Canton & Macao Steamboat Co. Ltd.	20,000	\$15	\$15	{ \$300,000 } \$30,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2
Indo-China Steam Navigation Co. Ltd. (Preferred)	60,000	£5	£5	{ £60,000 } £20,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.14 per share	3 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 } Tls. 100,000	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,871 } £1,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 } \$10,000	\$137	{ \$1.00 } \$0.50 for year ending 30.4.1907	5 1/2
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 410,479 } Tls. 80,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2
<b>SUGAR.</b>							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000 } \$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2
Luzon Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000 } \$450,000	\$9,218	\$3 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 400,000 } Tls. 400,000	Tls. 8,935	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2
<b>MINE.</b>							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 } £20,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £11,873 } £11,873	£11,358	No. 12 of 1/1 = 48 cents	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 } \$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$100,000 } \$100,000	\$3,047	Interim of \$1 for six months ending June 30th 1907	6 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 } \$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 } Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 } Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 } Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 } \$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 } \$751,845	19,178	\$1.80 for 1906	12 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 } \$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 } \$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$100,000 } \$100,000	\$11,567	80 cents for 1906	7 1/2
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ \$350,000 } \$350,000	\$1,089	\$2 1/2 for 1906	7 1/2
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	{ Tls. 869,493 } Tls. 170,000	145,619	Interim of Tls. 3 for account 1907	7 1/2
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 } \$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } Tls. 150,000	Tls. 66,986	Tls. 10 for year ended 31.10.1906	15 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$150,000 } \$150,000	\$14,219	30 cents for year ending 31.7.07	4 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2)	11 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 } Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,357 } Tls. 28,357	Tls. 30,663	Tls. 50 for 1906	16 1/2
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 } £1,299	£638	1/3 per share for 1906	9 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 } \$12,000	1653	\$3 for 1905	...
China-Borneo Company, Limited	10,000	\$12	\$12	{ \$120,000 } \$120,000	Nil.	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 } Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	...
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$100,000 } \$100,000	\$25,000	60 cents for year ended 23.2.05	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 } \$1,000,000	\$855	80 cents for 1906	9 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 } \$187,500	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 } \$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2
Hall & Holt, Limited	11,000	\$20	\$20	{ \$220,000 } \$220,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 } \$600,000	\$2,953	\$1 per share for year ending 28.2.07	7 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 } \$125,000	\$4,361	Interim of \$4 for 1-year ending June 30th '07	9 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 } \$500,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 1/2
Maatschappij tot Mijn. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 } Tls. 27,603	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 } \$250,000	\$2,655	\$1 per sh. for period fr 19th Oct. to 30th Apr. '07	8 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 } \$500,000	...	...	...
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 } \$675,000	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 } Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 } Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 } Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } Tls. 24,820	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £163,500 } £163,500	Tls. 85,592	Interim of 15/- for account 1907	...
South China Morning Post, Limited	7,200	£20	£20	{ £144,000 } £144,000	£41,934	Interim of 11/3 for account 1907	...
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$500,000 } \$500,000	£214	None	...
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 } Tls. 15,295	Tls. 301	Tls. 6 1/2 for year ending 30.4.07	...
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 } \$500,000	\$349	First year	...
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$100,000 } \$100,000	\$1,360	80 cents on 9,900 ord. shares and 19,830 on 100 Founders shares for yr. end. 31.5.07	8 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 } \$900,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 } \$150,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2

\* These shares are entitled to half of the profits.

## Shipping—Steamers

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER- RANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI- CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th September, 1907.

## The S.S. "AUSTRALIEN."

Captain Verron, will be despatched for LARSAULES on TUESDAY, the 1st October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *NERA* ..... 15th Oct.  
S.S. *YARRA* ..... 29th Oct.  
S.S. *ERNEST SIMONS* ..... 12th Nov.  
S.S. *TONKIN* ..... 26th Nov.  
S.S. *POLYNESIE* ..... 10th Dec.  
S.S. *TOURANE* ..... 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

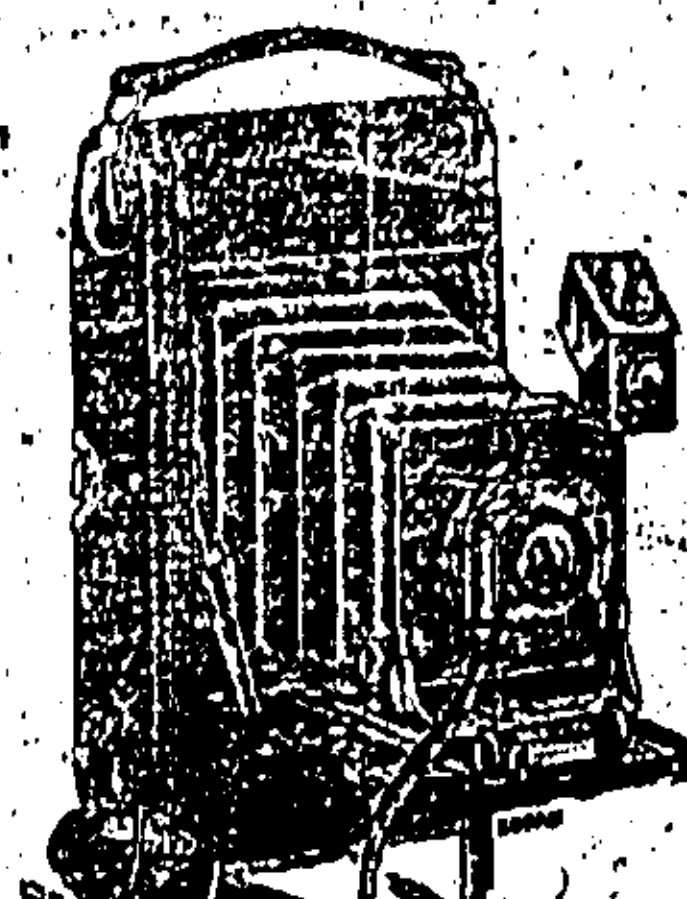
## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 256.



## DEPOT.

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



## DEWAR'S WHISKY

Sole Agents: BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Connaught Road Central.

1480